MASS. Y3.LP1: 4/2002-2007

Transportation Improvement Program

FY 2002 - 2007

For the Pioneer Valley Region, Massachusetts
Endorsed August 27, 2001

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TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FFY 2002-2007

For the
PIONEER VALLEY REGION,
MASSACHUSETTS

Endorsed
August 27, 2001

This document was prepared under contract with the Executive Office of Transportation and Construction, with the cooperation of the Federal Highway Administration and the Federal Transit Administration.

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PREFACE

The Pioneer Valley Region

The Pioneer Valley Region is comprised of 43 cities and towns covering approximately 1,180 square miles. Home to over 600,000 residents, the Pioneer Valley is the fourth largest metropolitan area in New England. The following map references the Pioneer Valley Region and displays an outline of the principle highways throughout.

TIP Format and MPO Endorsement

The FFY 2002-2007 TIP has been developed as a six-year program for several reasons. The amount of funding that will be available for the regional targets, after the needs of the Central Artery/Ted Williams Tunnel (CA/T) Project have been met, has been a subject of discussion for many years. The six-year authorization of TEA-21 provides the opportunity to program these funds. In addition, the longer programming period also makes it possible to use advance construction to fund projects for not only the CA/T project, but also other large projects.

The FFY 2002-2007 TIP has been prepared with completely separate components of the document that are subject to federal review and approval and components that are not. This distinction of a "federal component" was the firm position of the Executive Office of Transportation and Construction (EOTC) as a means to avoid potential problems with adequately satisfying federal financial constraint requirements with the non-federal aid component of the TIP. Although a non-federal component of the TIP is represented, it is understood that this component is not subject to Metropolitan Planning Final Rule 23 CMR 450 section 324, therefore federal review and approval is not required.

The non-federal component is provided for the benefit of the MPO and the constituent communities as a representation of an agreed upon listing of improvement projects to be undertaken entirely with state provided resources. The separation of federal aid projects from non-federal aid projects by no means represents a lack of commitment by the state to fund all projects specifically programmed in the document. Assuming that adequate funds are available from federal and/or state sources, it can be fully expected that the following project listings can and will be implemented over the FFY 2002-2007 time frame. Pending federal guidance approving the inclusion of non-federal aid projects without secured bonded resources in each year, the TIP will be amended to reinstate all non-federal aid projects into the document endorsed for federal review and approval.

EOTC Commitment to Funding all Designed and Permitted Projects

The EOTC has committed to funding all transportation improvement projects that will be ready for advertisement in FFY 2002 and beyond. In response to this commitment, Pioneer Valley local officials have made a concerted effort to develop a TIP project listing that is truly representative of the projects that will realistically be ready for advertisement in FFY 2002-2007. Funding targets for the Pioneer Valley Region have been issued by EOTC identifying potential resources for each year of the TIP.

I. GENERAL SUPPORT INFORMATION

INTRODUCTION

The Transportation Improvement Program (TIP) is a requirement of the Metropolitan Transportation Planning Process as described in the Metropolitan Planning Final Rule 23 CFR 450 section 324. This regulation developed by the Federal Department of Transportation defines the Transportation Improvement Program as:

> *"A staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan."*

The Pioneer Valley TIP is a six-year schedule of projects identified by year and location complete with funding source and cost. The TIP is developed annually and is available for amendment and adjustment at any time. Each program year of the TIP coincides with the Federal Fiscal Year calendar, October 1 through September 30. All TIPs and amendments are consistent with the goals and objectives of the Regional Transportation Plan for the Pioneer Valley region. This TIP is financially constrained.

All projects in the TIP come from the conforming 2000 Regional Transportation Plan. All regionally significant projects included in the TIP were previously included in the air quality analysis completed for the conforming RTP. Because projects in the TIP come from the conforming RTP, and all regionally significant RTP projects for 2002 through 2007 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis utilized for the RTP can be used for the TIP. Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, is found to be in conformance.

Development of the TIP

The Pioneer Valley Metropolitan Planning Organization (MPO) is responsible for developing the TIP. The MPO is comprised of eight members including four independently operating agencies and four locally elected officials:

- Executive Office of Transportation and Construction (EOTC);
- Massachusetts Highway Department (MHD);
- Pioneer Valley Transit Authority (PVTA); and
- Pioneer Valley Planning Commission (PVPC);

- Mayor of Holyoke;
- Mayor of Easthampton;
- Selectboard member from South Hadley;
- Selectboard member from Hatfield.

As the lead planning agency for the MPO, the PVPC accepts the responsibility for developing the TIP in a cooperative process with other members of the MPO and the general public. The final TIP is voted on for endorsement at a formal meeting of the

MPO. The endorsed TIP project listing is included in the State Transportation Improvement Program verbatim and requires endorsement by the Governor.

The MPO relies on a transportation advisory committee to carry out the cooperative process during TIP development. The Joint Transportation Committee (JTC) is a group of community appointed officials, MPO member representatives, public and private transportation providers, citizens, and special interest groups and agencies. The JTC establishes and recommends to the MPO procedures for submitting, prioritizing and selecting projects for the TIP. PVPC staff provides the technical support to conduct the TIP development activities for the JTC.

Below is a general outline of steps taken during the TIP development process.

1. JTC establishes submittal, priority and selection procedures and schedule
2. Project proponents (communities, MPO members, agencies...) submit projects
3. State submits annual funding targets for region
4. Projects are selected based on an adopted priority and selection process to consume funds
5. Draft TIP project listings are distributed for review and comment by MPO members, and the JTC
6. Final Draft TIP is approved by JTC for general public release for no less than a 30 day review period
7. Final Draft TIP is distributed for review and comment in accordance with the adopted Public Participation Plan
8. Public meetings and news releases are conducted to promote public involvement
9. Comments are compiled and addressed
10. Final TIP developed for JTC recommendation to MPO
11. MPO meets to vote on endorsement
12. Endorsed Regional TIPs are compiled to create the State TIP (STIP)
13. Governor Endorsed STIP submitted to federal agencies for review and approval
14. Federally approved STIP is ready for state implementation (project advertisement)
15. Amendment and adjustment of the TIP are conducted on an as needed basis

PROJECT PRIORITY CRITERIA AND SELECTION

The JTC developed and adopted a process and set of criteria to prioritize the region's TIP projects. All projects included in the TIP have been evaluated and assigned a priority value or rating. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP.

Priority Criteria

A Project Information Form was developed in concert with the priority process and contains information for each project submitted. In addition to this, consultation with the

project sponsors and the state provided information also used in the evaluation of each project priority rating. The priority rating was based on the following information:

- Identified in the RTP;
- Project Preparedness;
- Benefit Cost;
- Facility Preservation;
- Congestion Relief;
- Safety;
- Enhanced mobility;
- Air Quality/Environmental;
- Enhancement Activity; and
- Status of Design.

A detailed outline of the project priority evaluation criteria and the Project Information Form is presented in Appendix A.

Project Selection and Programming

The project priority ratings were applied in conjunction with a project's anticipated advertisement schedule and with the funding targets provided by the state to develop the six-year program of the TIP. A project was not considered for scheduling in a year earlier than its anticipated schedule regardless of the priority rating. For projects that are expected to be ready to go in the first year of the TIP the top priority projects for that year were funded under the federal aid categories, since these funds are most secure. Once the federal aid funds were completely programmed, non-federal aid funds were programmed to priority projects. This initial assignment procedure was applied to each year of the TIP and is subject to change as the TIP is developed and refined by members of the MPO and the JTC.

Amendment/Adjustment of the TIP

For the purposes of project selection and programming, amendment or adjustment to the TIP can be conducted at any time. Amendment of the TIP consists of addition of a project not previously programmed, the advancement of a Year 3 project through Year 6 or a significant adjustment to project costs. Amendment requires formal MPO action.

Program adjustments can be conducted without formal MPO action in order to minimize constraints on programming projects. Minor adjustments could include such actions as moving projects between Year 1 and Year 2, and minor fluctuations in project description, costs and funding source. This action can be accomplished through an agreed upon administrative action.

DESCRIPTION OF FUNDING SOURCES

Interstate Maintenance (IM) - Resurfacing, restoration and rehabilitation are eligible activities for maintaining Interstate facilities. Reconstruction is also eligible if it does not add capacity. However, high-occupancy-vehicle (HOV) and auxiliary lanes can be added. Funding: federal - 90 %, state - 10 %.

Surface Transportation Program (STP) - This program is for the maintenance and construction of the federal aid system, all roads other than those functionally classified as local or rural minor collectors. Funds may also be flexed for use on bridge, transit capital, and bike or trail facilities. A minimum amount of 10 percent must be set aside for both safety construction activities and for transportation enhancements. The remaining STP balance is for use throughout the state. Funding: federal - 80%, state - 20%.

Surface Transportation Program Enhancements (STP) - A portion of the Surface Transportation Program funding for enhancement projects chosen by states and localities. Funding: federal - 80%, state - 20%

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - These funds are directed towards transportation projects and programs which reduce transportation-related emissions. These funds are to assist areas designated as nonattainment and maintenance under the Clean Air Act Amendments of 1990. These projects will contribute to meeting the attainment of National Ambient Air Quality Standards (NAAQS). Funding: federal - 80%, state - 20%.

Bridges - Funds the replacement or repair of structurally deficient or unsafe bridges in urban and rural areas. All bridges, both on and off the federal aid roadway system are eligible for funding. Funding: federal - 80%, state - 20%.

National Highway System (NHS) - The National Highway System (NHS) consists of major roads in the United States, including all Interstate routes, a large percentage of urban and principal arterials, the defense Strategic Highway Network (STRAHNET) and other strategic highway connectors. Typically, these facilities qualify for an 80 percent federal share, however, projects on Interstates may qualify for up to 90 percent federal share funds. Funding: federal - 80%, state - 20%.

Scenic Byways Program - Grant funds provided through the ISTEA legislation for the planning, design, and development of state Scenic Byway Programs. Scenic Byways, additionally, may be funded through the 10 percent set-aside of STP funds for enhancement activities. Funding: federal - 80%, state - 20%.

Other Federal Aid - This category includes projects that received federal funding within the Federal-Aid Program and may include special demonstration project funding. Funding: federal - 80%, state - 20%.

Non-Federal Aid (NFA) - This funding category contains all those projects not receiving federal funds. Various categories of state funding are included in this group including bikeways, State Aid (Chapter 90), and highway construction and maintenance (Chapter 497). This category is included in the TIP for informational purposes only. Funding: federal - 0 %, state - 100 %.

Section 5309 Capital (SEC.09) - A discretionary grant program funding capital projects in urban areas that are considered major capital investments in public transportation and facilities. Funding: Federal - 80%, State - 20%

Section 5307 Capital (SEC. 07-CAP) - Eligible projects for Section 5307 (Capital) funds include the planning, acquisition, construction, improvement and operating costs of facilities, equipment, and associated capital maintenance items for use in providing mass transit service. The Federal match for Planning and/or capital assistance under Section 5307 is 80 percent of the net project cost, but a recipient is permitted to provide additional local match at its option. There are three exceptions to 80 percent Federal match for capital projects:

1. Air Quality Benefit. If an air quality benefit can be forecast for a project such as a bus purchase, the federal match is 90 percent. Larger state and local matches are allowed.
2. Elderly and Disabled Projects. The federal match is 95 percent for any element of a capital project intended exclusively to enhance the accessibility and mobility of elderly and disabled persons and that is in excess of Federal requirements. All FTA-funded projects must be designed and implemented to meet the basic accessibility or mobility needs of elderly and disabled persons.
3. Additional Service. Capital expenditures for the increase in service can be funded with a 90% federal match.

Section 5307 Operating (SEC. 07-OPR) - Funds allocated under this category may be used to fund up to 50 percent of the operating cost associated with the provision of public mass transportation systems in urbanized areas.

Section 5310 - Section 10 pertains to transportation facilities meeting special needs of the elderly and disabled. Funds allocated under Section 16(b)(2) provide private non-profit corporations and associations with grants and loans to improve the mobility of the elderly and disabled. In Massachusetts, 16(b)(2) funds are administered at the state level by the EOTC. These funds typically are used for the purchase of capital items, including lift-equipped vans. Mobility Assistance Program (MAP) funds are intended for use by public agencies, such as municipal councils on aging and the PVTA to provide van service to elderly and/or disabled persons.

Section 5311 - These funds are made available exclusively for public transportation projects outside the urbanized areas. Both capital and operating expenses are eligible.

Section 20 - Section 20 provides financial assistance for projects which address the human resource needs and conditions of the public transit industry. The federal share of eligible capital and project administrative expenses is not to exceed 80 percent of the net cost of the project. The federal share for state administration and technical expenses is 100 percent, not to exceed 15 percent of the state's total apportionment.

TRANSPORTATION SYSTEM OPERATING AND MAINTENANCE COSTS

The FFY 2002-2007 TIP is consistent with the Regional Transportation Plan (RTP) for the Pioneer Valley Region. Table 1 presents the estimates outlined in the RTP of annual expenditures associated with operating and maintaining the transportation

system. These estimates represent past expenditures and do not reflect costs associated with maintaining a constant level of system performance.

Table 1
Transportation Operating and Maintenance Expenditures

Item	Average Annual Expenditure
Annual Highway and Bridge Maintenance	$39,785,267.12
Annual Transit Operating, Maintenance and Improvement	$29,500,000.00
Annual Commuter Rail Operating Expenses	$1,000,000.00
Annual Transit Capital Investment	$8,000,000.00
Total Cost	$78,285,267.12

Source: Regional Transportation Plan, updated 2000

II. PUBLIC PARTICIPATION SUMMARY AND CHANGES

The DRAFT FFY 2002-2007 TIP underwent a public review and comment period consistent with the Pioneer Valley Region Public Participation Process. This began April 15, 2000 and continued for 30 days until May 15, 2000. During this time, comments were received from communities, JTC, PVTA, PVPC, MHD District offices and EOTC. Below is a summary of the significant changes by year to the Draft TIP as result of the public review and comment period.

COMMENTS MADE REGARDING THE FFY 2002-2007 TIP:

Requested By	Requested Change	Action
MHD District 2	request to remove Van Horn Park project from TIP	Project removed
Northampton	request to change cost of Route 9 at Bridge Rd project from $300,000 to $750,000	Cost updated
Northampton	request to add Damon Road Bikeway Tunnel to 2004 TIP	Project added to Appendix Z
Northampton	request to move Manhan Rail Trail from 2006 to 2003	No action
Northampton	request to move Manhan Norwottuck Rail Trail Downtown Link form 2006 to 2003	No action
Northampton	request to move Northampton Bikepath Look Park Extension from 2006 to 2004	No action
PUBLIC	request to remove project 602338(E. Longmeadow Bikepath) from TIP	No action
PUBLIC	request to remove project 602886(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PUBLIC	request to remove project 602885(Northampton Bikepath) from TIP	No action
PVPC	remove duplicate project 602338 from Appendix Z	Duplicate removed
PVTA	request to move project from FFY 2001 to FFY 2002 TIP	Project moved
PVTA	request to move project from FFY 2001 to FFY 2002 TIP	Project moved
PVTA	request to increase Union Station HP Funding in 2002 to $5,000,000	Cost updated
South Hadley	request to increase CMAQ funding for vehicle purchase	No action
Westfield	request to move Granville Road Bridge from 2003 to 2002	Project moved
Wilbraham	request add Miller Street Bridge to TIP project listing	Project added
Representative Hillman	request to move Palmer route 32 project from 2006 to 2003 or 2004	No action
MHD	request to move all FFY 2002 Section 3B Bridge projects into Part 2B	Projects Moved
MHD	request to change Funding Category of project SID 603054 from CMAQ to NFA(CMAQ)	Category changed
MHD	request to remove NFA Funding target from sections 2B and 3B	Targets removed

In addition to the above changes, the Pioneer Valley Transit Authority requested that the following be included: The Pioneer Valley Transit Authority, the FTA Section 5307(c) applicant, has consulted with the Pioneer Valley Planning Commission and concurs that the TIP satisfies the public hearing requirements that pertain to the development of the Program of Projects for regular Section 5307, Urbanized Area

For FTA projects that are not routine; i.e. Section 5307 applications that required environmental assessment or an environmental impact statement, the public involvement provided herein for TIP review is not sufficient. Additional public involvement will be required by FTA prior to grant approval, as presented in the joint FHWA/FTR environmental regulations, 23 CFR-Part 771.

The Federal Aid (FA) and Non-Federal Aid (NFA) elements were separated into two components. The FA component of the TIP was endorsed by the MPO and the NFA component is included in the main body of the TIP, however, is not subject to federal planning rules.

III. FEDERAL COMPONENT

PIONEER VALLEY MPO ENDORSEMENT

PIONEER VALLEY MPO ENDORSEMENT SHEET

The signatures below signify that all members of the Pioneer Valley Region's Metropolitan Planning Organization, or their designees, have met on August 27, 2001 and discussed the following item for endorsement: The Pioneer Valley Region's Federal Fiscal Years 2002-2007 Transportation Improvement Program (TIP).

Furthermore, in accordance with Section 176(c)(4) of the Clean Air Act as amended in 1990, the Pioneer Valley MPO has completed its review and hereby certifies that the Region's FFY 2002-2007 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 issued on November 24, 1993, and 310 CMR 60.03, issued on December 30, 1994.

This amendment to the 2002-2007 TIP consists of projects that are either:

a. exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or
b. have been previously analyzed in the region's conforming transportation plan.

There are no regionally significant, non-exempt projects being added or deleted. This TIP amendment does not reprogram existing regionally significant, non-exempt projects across the year 2003.

Executive Office of Transportation and Construction (EOTC)

I, Secretary of the Executive Office of Transportation and Construction, hereby

☑ Endorse ☐ Do Not Endorse the above referenced item.

Kevin J. Sullivan for — 8/27/01
Kevin J. Sullivan — Date
Secretary - EOTC

Massachusetts Highway Department (MHD)

I, Commissioner of the Massachusetts Highway Department, hereby

☑ Endorse ☐ Do Not Endorse the above referenced item.

James W. Hoey for — 8-27-01
Matthew J. Amorello — Date
Commissioner - MHD

Pioneer Valley Planning Commission (PVPC)

I, Chair of the Pioneer Valley Planning Commission, hereby

☑ Endorse ☐ Do Not Endorse the above referenced item.

Henry Barton — Aug 27, 2001
Henry Barton — Date
Chair - PVPC

Pioneer Valley Transit Authority (PVTA)
I, Chair of the Pioneer Valley Transit Authority, hereby
☑ Endorse ☐ Do Not Endorse the above referenced item.

Arthur R. Swift — 8/27/01
Arthur Swift — Date
Chair - PVTA

City of Springfield
I, Mayor of the City of Springfield, hereby
☐ Endorse ☐ Do Not Endorse the above referenced item.

Michael J. Albano — Date
Mayor-Springfield

City of Easthampton
I, Mayor of the City of Easthampton, hereby
☑ Endorse ☐ Do Not Endorse the above referenced item.

Michael A. Tauznik — August 27, 2001
Michael A. Tauznik — Date
Mayor-Easthampton

Town of South Hadley
I, Board of Selectmen member of the Town of South Hadley, hereby
☒ Endorse ☐ Do Not Endorse the above referenced item.

Marilyn Ishler — 8/27/01
Marilyn Ishler — Date
Selectman-South Hadley

Town of Hatfield
I, Board of Selectmen member of the Town of Hatfield, hereby
☐ Endorse ☐ Do Not Endorse the above referenced item.

Diana M. Higgins — 8-27-01
Diana Higgins — Date
Selectman-Hatfield

CERTIFICATION OF THE 3-C PLANNING PROCESS

In accordance with the Metropolitan Planning Final Rule, the Pioneer Valley MPO has completed its review and hereby certifies that the conduct of the 3-C Transportation Planning Process complies with the requirements of CFR 450.334 and includes activities to support the development and implementation of this TIP, the Regional Transportation Plan, and subsequent project development activities, as necessary and to the degree appropriate.

To reinforce this self certification, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a certification review of the Pioneer Valley MPO planning process in June of 1999. The two day on-site review was preceded by a desk audit of the major planning documents completed as part of the planning process. Based on the certification review, the transportation planning process for the Pioneer Valley region was found to substantially meet the requirements of 23 CFR 450 Subpart C and 49 CFR 613.

FUNDING INFORMATION

Federal Aid Funding Targets

The EOTC provided the PVPC federal aid highway funding targets for the region on April 5, 2001. The targets are provided for FFYs 2002 through 2007 and represent both the federal aid portion and respective state match.

Federal financial resources for transit are projected using appropriated amounts provided by the FTA for the funding categories of Sections 5307 and 5311. Sections 5309 and 20 are based on estimates of what will be reasonably available. Due to the discretionary nature of these categories, project line items are maintained in the fourth through sixth year of the TIP until an actual grant award is tendered. Section 5310 is programmed through the state and is awarded on a discretionary basis. Projections are based on past experience and the funding level provided by the State.

Federal Aid Financial Constraint

The federal aid element of the TIP is financially constrained according to the definition in Federal Register 23 CFR Part 450.324. The federal aid projects programmed for this region reasonably meet the federal aid funding targets provided for the region. Only projects for which funds can be expected have been included. Table 2 shows both these target amounts and the amounts programmed for highway projects during fiscal years 2002-2007. Projects that are not charged against the funding targets are not presented in the table. These projects include: Statewide items; and special funding projects.

Table 2
Federal Highway Financial Plan

Fiscal Year	Federal Aid Target	Federal Aid Programmed
2002	$2,253,259	$2,450,000
2003	$7,644,447	$5,263,245
2004	$10,723,842	$11,572,000
2005	$ 10,356,302	$28,000,000
2006	$10,502,237	$9,800,000
2007	$10,502,237	$10,100,000

The funding targets were programmed to projects according to project priority rating. Projects were programmed slightly beyond the program target with the understanding that the targets are not earmarks and program levels are expected to fluctuate.

The TIP reflects an emphasis on the maintenance and operation of the current transportation system with the ability to provide capital improvements. The federal aid program for each year consist of almost entirely of maintenance projects for the present transportation system.

The transit program outlined in Table 3 represents both apportioned items as well as discretionary items. The total programmed amount represents both the federal, state and local contributions.

Table 3
Federal Transit Financial Plan

Fiscal Year	Total Programmed
2002	$ 54,522,681
2003	$ 36,275,924
2004	$ 37,075,924
2005	$ 35,414,674
2006	$ 34,988,424

The transit projects programmed focus on maintaining and operating the present system and reflect little to expansion items with the exeption of FY2002 which includes the redesign and reconstruction of Union Station in Springfield. The present transit system is being evaluated in order to service the same area more efficiently.

IV. TRANSPORTATION PROJECT PRIORITIES

ORGANIZATION OF PROJECT LISTINGS

Each project in the TIP contains the following information:

SID - Project identification numbers given by the Massachusetts Highway Department.

City/Town - Town or city in which a project is located.

Project Description - A brief description of work to be funded under the project.

Federal Funds - The amount of federal dollars allocated for project construction.

State Funds - The amount of state dollars allocated to the project.

Total Cost - The total dollar amount that the project is expected to cost.

Funding Category -The category from which funding is expected.

SECTION 1: FEDERAL AID REGIONAL PROJECT LISTINGS

The following is a complete listing of the Pioneer Valley Federally Funded Transportaion Improvement Projects for Fiscal Years 2002-2007.

Table 4

FEDERALLY FUNDED PROJECTS: YEAR 2002

Project Description	City/Town	Project ID	Fund Cat.	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
Pomeroy Meadow Road	Southampton	601174	FA	$1,760,000	$440,000	$2,200,000	
Route 116-Pomeroy Lane	Amherst	602110	FA	$200,000	$50,000	$250,000	
Subtotal Target Projects				**$1,960,000**	**$490,000**	**$2,450,000**	**$2,253,259**
Part 1B: CMAQ Projects							
Southwick rails to Trails Bikepath-along penn. Central Line	Southwick	602844	CMAQ	$746,000	$186,500	$932,500	
Northampton/Holyoke Service-Night Owl Extended Service	PVTA		CMAQ	$160,000	$40,000	$200,000	
Page Blvd, Robinns, Cadwell–Install signals	Springfield	602380	CMAQ	$600,000	$150,000	$750,000	
Route 202/Westfield Rd. Improvement: Intersection & signals	Holyoke	602663	CMAQ	$320,000	$80,000	$400,000	
Purchase of Alternative fuel/Hybrid vehicles	South Hadley		CMAQ	$88,000	$22,000	$110,000	
Subtotal CMAQ Projects				**$1,914,000**	**$478,500**	**$2,392,500**	**$2,297,125**
Part 1C: Other Federal Aid Projects							
Sumner Ave. Express Corridor	PVTA		TDM	$367,280	$91,820	$459,100	
Manhan Bikepath-Coleman Rd. to Rte 5	Easthampton	603074	HP	$1,305,163	$326,291	$1,631,454	
Norwottuck-Damon Road Bikeway Extension-without tunnel	Northampton	601180	HP	$583,800	$145,950	$729,750	
Westfield Intermodal Center	Westfield		5309	$4,000,000	$1,000,000	$5,000,000	
Calvin Coolidge Bridge	Hadley/Northampton	124911	HP	$1,780,800	$445,200	$2,226,000	
Pleasant Street	Holyoke	602925	HP	$777,600	$194,400	$972,000	
Construction: South End Bridge to Wason Street-Riverwalk	Springfield	601296	AC	$400,000	$100,000	$500,000	
Union Station	PVTA		HP	$4,000,000	$1,000,000	$5,000,000	
Great River Bridge	Westfield	600933	HP	$622,200	$155,550	$777,750	
Subtotal Other FA Projects				**$13,836,843**	**$3,459,211**	**$17,296,054**	
Part 1D: MEGA Projects							
Subtotal MEGA Projects				**$0**	**$0**	**$0**	

Table 5

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS FOR YEAR 2002

Project Description	City/Town	Project ID	Fund Cat.	Fed. Funds	State Funds	Total Cost	NFA Target
Part 2A: Regional Priority Projects							
Improvement: Intersection Route 9 @ Bridge Road	Northampton	603054	NFA(CMAQ)		$750,000	$750,000	
Rte 20-resurface Becket TL to Baystate Road	Chester/Becket	601482	NFA		$1,379,370	$1,379,370	
Pomeroy Meadow Road	Easthampton	602486	NFA		$300,000	$300,000	
Sugar Hill/Old Chestnut Roads	Chesterfield	602126	NFA		$1,100,000	$1,100,000	
South Chesterfield Road Reconstruct South Main to Chesterfield TL	Goshen	601537	NFA		$2,200,000	$2,200,000	
Subtotal Projects				**$0**	**$5,729,370**	**$5,729,370**	**$5,405,000**
Part 2B: Priority Bridge Projects							
Wilson Street Bridge-BR# B-05-023	Belchertown	142265	NFA		$1,116,000	$1,116,000	
Cold Spring Rd.-Rehabilitation: BR# B-05-025 over Swift River	Belchertown	600617	NFA		$493,000	$493,000	
River Street over Swift River-Replace BR#B-05-002/P-01-001	Belchertown/Palmer	602998	NFA		$704,700	$704,700	
Washington St. Bridge-Replace: BR# B-24-018 over Conrail	Brimfield	601624	NFA		$277,000	$277,000	
Rte 19 Wales Road-Rehabilitate BR#B-24-006	Brimfield	602540	NFA		$125,000	$125,000	
Hampden Street-BR#C-11-004 over Walker Brook	Chester	603002	NFA		$754,000	$754,000	
Rte 20 Replace: BR# C-11-029 over Sanderson Brook	Chester	602189	NFA		$400,000	$400,000	
Smith Road-Replace BR#C-11-023	Chester	600737	NFA		$300,000	$300,000	
BR#E-05-024,N-19-056-Rte I-91 over East St., Island Road	E.Hmptn/N.Hmptn	603248	NFA		$1,500,000	$1,500,000	
Route 5 Bridge-Replace BR#E-05-004	Easthampton	078405	NFA		$1,400,000	$1,400,000	
Burnett Road-BR#G-09-001	Granby	602609	NFA		$450,000	$450,000	
Bliss St.-Replace:BR#N-19-23	Northampton	602538	NFA		$1,200,000	$1,200,000	
Route 10 over Manhan-Replace BR#S-19-009	Southampton	602855	NFA		$678,000	$678,000	
College Hwy. Bridge-Replace:BR#S-22-005	Southwick	601322	NFA		$378,000	$378,000	
Roosevelt Ave:Reconstruction: Bridge #S-24-090 over Conrail	Springfield	602600	NFA		$1,875,000	$1,875,000	
Liberty Street Bridge-Replace BR#S-24-068	Springfield	601493	NFA		$665,755	$665,755	
Parker St. including bridge-Replace BR#S-24-20	Springfield	600551	NFA		$9,000,000	$9,000,000	
MA Central RR Bridge	Ware	601701	NFA		$1,339,000	$1,339,000	
Southwick Rd_Bridge replacement, BR#W-25-006 over Little River	Westfield	400103	NFA		$2,887,000	$2,887,000	
Rte. 20 Bridges-Replace: BR#W-25-003,004	Westfield	600826	NFA		$10,000,000	$10,000,000	
Granville Rd: Replace: BR# W-25-007 over Little River	Westfield	600778	NFA		$1,615,000.00	$1,615,000.00	
Greer Hill Road-Replace BR#W-36-029	Williamsburg	602176	NFA		$363,317	$363,317	
Subtotal Priority Bridge projects				**$0**	**$37,520,772**	**$37,520,772**	

Table 6

Appendix A: Other Regional Priorities for Year 2002

Project Description	City/Town	Project ID	Fund Cat.	Fed. Funds	State Funds	Total Cost	NFA Target
Part 3A: Other Priority Projects							
Constuct Rail Trail: E. Longmeadow	East Longmeadow	602338	NFA		$560,045	$560,045	
Route 9 (Russell Street) Widen to 4 Lanes: West St. to Coolidge Bridge	Hadley	600302	NFA		$2,200,000	$2,200,000	
Chesterfield Rd.-Reconstruction Northampton T.L. to Chesterfield T.L.	Westhampton	602387	NFA		$2,400,000	$2,400,000	
Subtotal Projects:				**$0**	**$5,160,045**	**$5,160,045**	**$5,405,000**
Part 3B: Other Priority Bridge Projects							
Subtotal Priority Bridge Projects				**$0**	**$0**	**$0**	**$0**

Table 7

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2003

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
Route 5/10-Resurface and related work	Hatfield	602069	90%	$1,760,000	$440,000	$2,200,000	
Skyline Trail-Reconstruction: Peru T.L. to Chester T.L.	Middlefield	602282	100%	$2,450,596	$612,649	$3,063,245	
Subtotal Target Projects				**$4,210,596**	**$1,052,649**	**$5,263,245**	**$7,644,447**
Part 1B: CMAQ Projects							
Subtotal CMAQ Projects				**$0**	**$0**	**$0**	
Part 1C: Other Federal Aid Projects							
Calvin Coolidge Bridge	Hadley/Northampton	124911	HP			$3,726,000	
Intermodal Center	Union Station Redevelopment		HP	$ 2,280,000	$ 570,000	$ 2,850,000	
Subtotal Other FA Projects				**$2,280,000**	**$570,000**	**$6,576,000**	

Table 8

Section 2: REGIONAL PRIORITY LIST OF STATE FUNDED PROJECTS FOR YEAR 2003

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	NFA Target
Part 2A: Regional Priority Projects							
Grattan Street	Chicopee	601501	75%			$4,000,000	
Route 20 Resurface: Baystate Rd. to Russell TL	Chester/Huntington	602314	75%			$3,500,000	
College Street, Woodbridge Street	South Hadley	601584	75%			$2,800,000	
Ashfield Rd/North St Reconstruction: Main St. to Conway T.L.	Williamsburg	600727	100%			$2,000,000	
Subtotal Projects						**$12,300,000**	
Part 2B: Priority Bridge Projects							
Bridge replacement-Mill Valley Road over Jabish Brook-BR#B-05-007	Belchertown	603274		$0	$155,000	$155,000	
Route 9 Bridge:Bridge # B-05-027	Belchertown	602852		$0	$1,500,000.00	$1,500,000.00	
Kinne Brook Rd: Replace: BR# C-11-024	Chester	602080		$0	$621,000.00	$621,000.00	
Montgomery St. Bridge: Route 141 B#C-13-011 (Deady Mem.)	Chicopee	600992		$0	$2,500,000.00	$2,500,000.00	
Park Street Bidge. Reconstruction: BR# E-05-008 over RR tracks	Easthampton	048941		$0	$640,000.00	$640,000.00	
Rte 141: Replace: BR# H-21-020 First Level Canal, H-21-014 Second Level	Holyoke	600935		$0	$3,327,000.00	$3,327,000.00	
Lyman Street Reconstruct: BR# H-21-016	Holyoke	602536		$0	$2,000,000.00	$2,000,000.00	
Replace: BR# H-21-018 First Level Canal	Holyoke	600936		$0	$2,000,000.00	$2,000,000.00	
Bancroft Road Bridge: Replace Bridge #B-03-036, M-19-005	Middlefield	102034		$0	$800,000.00	$800,000.00	
Hospital Rd: Bridge over Quaboag Stream M77-011	Monson	602178		$0	$682,000.00	$682,000.00	
Rte 20: Rehabilitate: Bridge over Conrail	Palmer	111309		$0	$800,000.00	$800,000.00	
Liberty St.: Replace: BR# S-24-068 over I-291	Springfield	601493		$0	$665,755.00	$665,755.00	
Longhill St Bridges: BR# S-24-049 & S-24-050 & S-24-051	Springfield	602570		$0	$2,276,000.00	$2,276,000.00	
Roosevelt Ave Rehabilitate: BR# S-24-091 over Conrail	Springfield	600676		$0	$650,000.00	$650,000.00	
Red Bridge Road: Reconstruction: BR# W-35-003	Wilbraham	602652		$0	$700,000.00	$700,000.00	
Subtotal Priority Bridge projects				**$0**	**$19,316,755**	**$19,316,755**	

Table 9

Appendix A: Other Regional Priorities for Year 2003

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Regional Target
Part 3A: Other Priority Projects							
Blandford Road Rehabilitation: Rte. 20 to Blandford TL	Chester	601327	75%	$960,000	$240,000	$1,200,000	
Hospital Road-Reconstruction: Rte. 32 to State Hospital	Monson	602076	75%	$468,000	$117,000	$585,000	
Lower Hampden Rd.-Reconstruction: Hampden TL to Elm St.	Monson	601502	75%	$3,200,000	$800,000	$4,000,000	
South Road Reconstruction: Rte. 66 to Town Center	Westhampton	601175	75%	$1,040,000	$260,000	$1,300,000	
Subtotal Projects:				**$5,668,000**	**$1,417,000**	**$7,085,000**	**$7,644,447**
Part 3B: Other Priority Bridge Projects							
Subtotal Priority Bridge Projects				**$0**	**$0**	**$0**	

Table 10

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2004

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
N. Wfld St./S. Wfld St.-Reconstruction: Pine St.to Westfield TL	Agawam	600513	50%	$2,800,000	$700,000	$3,500,000	
School St. north to State Hwy.	Agawam	602601	None	$240,000	$60,000	$300,000	
Rt. 20 west 1.7 miles-Route 20 safety-sidewalk	Brimfield	602367	25%	$1,200,000	$300,000	$1,500,000	
Route 9 Resurface: Rte. 112 to Williamsburg TL	Goshen	602888	pre 25%	$1,076,000	$269,000	$1,345,000	
Damon Road Reconstruction: Rte. 9 to King St. (Rte. 5)	Northampton	180525	50%	$2,160,000	$540,000	$2,700,000	
Improvement: signalization North Maple/Bridge Road	Northampton	602647	None	$140,000	$35,000	$175,000	
Amherst Rd.-Reconstruction: W/O Rte. 202 to Amherst TL	Pelham	601154	75%	$1,641,600	$410,400	$2,052,000	
Subtotal Target Projects				**$9,257,600**	**$2,314,400**	**$11,572,000**	**$10,723,842**
Part 1B: CMAQ Projects							
Subtotal CMAQ Projects				**$0**	**$0**	**$0**	
Part 1C: Other Federal Aid Projects							
Calvin Coolidge Bridge	Hadley/Northampton	124911	HP			$3,000,000	
Subtotal Other FA Projects				**$0**	**$0**	**$3,000,000**	

Table 11

Appendix A: Other Regional Priorities for Year 2004

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Regional Target
Part 3A: Other Priority Projects							
Skyline Trail Rehabilitation: Middlefield TL to Cook Hill Rd.	Chester/Huntington	602231	75%	$3,200,000	$800,000	$4,000,000	
Commercial Street-Reconstruction: I-391 to Appleton St.	Holyoke	602420	75%	$1,600,000	$400,000	$2,000,000	
part of Spfld St/Wilbraham line project	Palmer	602574	25%	$400,000	$100,000	$500,000	
Glendale Road Reconstruction: Rte. 10 to Easthampton T.L.	Southampton	601808	75%	$1,600,000	$400,000	$2,000,000	
Kings Highway Construction: Super-elevated curve	W. Springfield	601487	75%	$400,000	$100,000	$500,000	
Subtotal Projects:				**$7,200,000**	**$1,800,000**	**$9,000,000**	**$10,723,842**
Part 3B: Other Priority Bridge Projects							
Subtotal Priority Bridge Projects				**$0**	**$0**	**$0**	

Table 12
Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2005

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
Route 57-Construction: Rte. 187 to Southwick	Agawam	115300	75%	$22,400,000	$5,600,000	$28,000,000	
Subtotal Target Projects				**$22,400,000**	**$5,600,000**	**$28,000,000**	**$ 10,356,302**
Part 1B: CMAQ Projects							
Subtotal CMAQ Projects				**$0**	**$0**	**$0**	
Part 1C: Other Federal Aid Projects							
Subtotal Other FA Projects				**$0**	**$0**	**$0**	

Table 13

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2006

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
Manhan Rail Trail-Northampton to Easthampton	E.Hamp./N.Hamp.	602886	25%	$1,200,000	$300,000	$1,500,000	
Manhan Bike Trail-from Ferry Street to Route 5	Easthampton	603074	75%	$400,000	$100,000	$500,000	
Northampton Bikepath-Look Park Extension to Williamsburg Line	Northampton	602885	25%	$1,200,000	$300,000	$1,500,000	
Manhan Rail Trail-Norwottuck Rail Trail Downtown Connector Link	Northampton	602887	25%	$1,280,000	$320,000	$1,600,000	
Spfld St/Wilbraham line to Bridge Street/rt 181 to Palmer High	Palmer	602575	25%	$800,000	$200,000	$1,000,000	
Westfield St. Rehabilitation: Signals at Second & Chestnut Sts.	W. Springfield	601816	25%	$160,000	$40,000	$200,000	
Rte 187 traffic improvements-Highway and Bridge Improvement	Westfield	602870	25%	$2,800,000	$700,000	$3,500,000	
Subtotal Target Projects				**$7,840,000**	**$1,960,000**	**$9,800,000**	**$10,502,237**
Part 1B: CMAQ Projects							
Subtotal CMAQ Projects				**$0**	**$0**	**$0**	
Part 1C: Other Federal Aid Projects							
Holyoke Canalwalk	Holyoke		pre 25%	$1,840,000	$460,000	$2,300,000	
Subtotal Other FA Projects				**$1,840,000**	**$460,000**	**$2,300,000**	

Table 14

Appendix A: Other Regional Priorities for Year 2006

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Regional Target
Part 3A: Other Priority Projects							
Maple Street Bridge Enhancement: Restoration	Chester	602349	pre 25%	$491,430	$122,858	$614,288	
Elm Street Reconstruction: Springfield CL to Center Sq.	E. Longmeadow	601350	25%	$1,520,000	$380,000	$1,900,000	
Route 32 Reconstruction: Stimpson St. to Ware TL	Palmer	601504	25%	$3,200,000	$800,000	$4,000,000	
Subtotal Projects:				**$5,211,430**	**$1,302,858**	**$6,514,288**	**$10,502,237**
Part 3B: Other Priority Bridge Projects							
Subtotal Priority Bridge Projects				**$0**	**$0**	**$0**	

Table 15

Section 1: FEDERALLY FUNDED PROJECTS: YEAR 2007

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost	Reg. Target
Part 1A: Projects using target authority							
Route 112 Rehabilitation: Worthington TL north 1.5 miles	Cummington	600310	None	$320,000	$80,000	$400,000	
Allen Street:Reconstruction & Widen	E. Longmeadow	601351	None	$320,000	$80,000	$400,000	
Route 112 Resurface: Huntington TI to Bridge	Worthington	602312	pre 25%	$2,400,000	$600,000	$3,000,000	
Route 116 Relocation: 5300ft. north from S. Hadley TL	Amherst	082250	None	$880,000	$220,000	$1,100,000	
Route 159(Main Street) Resurface and related work	Agawam	602653	None	$960,000	$240,000	$1,200,000	
Route 5 Resurface from S. End Br. to Elm	Agawam/W Spfld	600937	None	$1,600,000	$400,000	$2,000,000	
Resurfacing, widening, & related work-Route 202-Pelham	Belchertown	602419	None	$1,600,000	$400,000	$2,000,000	
Subtotal Target Projects				**$8,080,000**	**$2,020,000**	**$10,100,000**	**$10,502,237**
Part 1B: CMAQ Projects							
Subtotal CMAQ Projects				**$0**	**$0**	**$0**	
Part 1C: Other Federal Aid Projects							
Subtotal Other FA Projects				**$0**	**$0**	**$0**	

Table 16

Appendix Z: Other Projects Within the Region

Project Description	City/Town	Project ID	Status	Fed. Funds	State Funds	Total Cost
Chicopee Riverwalk	Chicopee	602912	None			$120,000
Connecticut Riverwalk	Chicopee	602911	None			$225,000
Rte 116: Repair: BR# C-13-012, H-21-030	Chicopee/Holyoke	082611	None			$18,750,000
South Maple Street-Reconstruction south of Rte 9 to Bay Rd	Hadley	602796	None			$1,300,000
Rte 21 : Reconstruction: BR# L-16-008 over Chicopee River	Ludlow/Spfld.	601156	None			$0
Reconstruction: Rte. 66	Northampton	119005	90%			$8,834,237
Norwottuck-Damon Road Tunnel	Northampton	601180	100%	$600,000	$150,000	$750,000
Route 10/202 Resurface: Westfield CL to CT SL	Southwick	078702	None			$4,000,000
Route 5 Reconstruction: Agawam Br. to Memorial Br.	W. Springfield	600937	None			$2,000,000
Great River Bridge: Construction: BR# W-25-010 over the Westfield River	Westfield	600933				$20,000,000
Southampton Road Reconstruction: Rte. 66 to Stage Rd	Westhampton	602386	None			$1,400,000
Miller Street Bridge	Wilbraham		None			$0
Subtotal Appendix Z Projects:				**$600,000**	**$150,000**	**$57,379,237**

V. Transit Project Listing for FFY 2002-2005

The following is a complete listing of programmed transit projects for FFY 2002-2006

Table 17

Transit Projects for 2002

Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Installment Payment COPS	5307	$ 1,200,000	$ 300,000	$ 1,500,000
Vans	Lift equipped Vans	5307	$ 400,000	$ 100,000	$ 500,000
Capital Purchase	Transit Enhancements	5307	$ 150,000	$ 37,500	$ 187,500
Capital Purchase	Hardware/Software	5307	$ 200,000	$ 50,000	$ 250,000
Capital Purchase	AVL System Integrator	5307	$ 500,000	$ 125,000	$ 625,000
Capital Purchase	communication Equipment	5307	$ 80,000	$ 20,000	$ 100,000
Facility Improvement	Environmental compliance	5307	$ 100,000	$ 25,000	$ 125,000
Facility Improvement	Transit Facilites Improvement	5307	$ 120,000	$ 30,000	$ 150,000
Maintenance Items	Small Tools and Equipment	5307	$ 280,000	$ 70,000	$ 350,000
Maintenance Items	Preventive Maintenance 7/02 - 6/04	5307	$ 1,000,000	$ 250,000	$ 1,250,000
Service Improvement	Intermodal Terminal Lease	5307	$ 45,000	$ 11,250	$ 56,250
Service Improvement	ADA Assistance 7/02-6/04	5307	$ 600,000	$ 150,000	$ 750,000
Planning	Planning	5307	$ 280,000	$ 70,000	$ 350,000
Union Station	Union Station	5309	$ 396,126	$ 99,031	$ 495,157
Intermodal Center	Westfield Intermodal Center	5309	$ 4,000,000	$ 1,000,000	$ 5,000,000
Capital Purchase	ADA Auto Announcing System	5309	$ 1,600,000	$ 400,000	$ 2,000,000
Operating Assistance	E&H Special Transit Services				$ 4,685,450
Operating Assistance	Fixed Route Service				$ 24,282,224
Capital Purchase	16 Passenger Minibus	5311	$ 280,000	$ 70,000	$ 350,000
Operating Assistance	Rural Transit E&H	5311		$ 127,000	$ 127,000
Vans	Lift Equipped Vans	5310	$ 200,000	$ 50,000	$ 250,000
Mini-buses	Lift Equipped minibuses	5310		$ 300,000	$ 300,000
Operating Assistance	Welfare to Work Program		$ 500,000		$ 500,000
Union Station	Union Station	HP			$ 5,800,000
Union Station	Union Station	HP			$ 3,880,000
CMAQ	Night Owl Extended Service	CMAQ	$ 160,000	$ 40,000	$ 200,000
TDM	Sumner Ave Express	CMAQ/TDM	$ 367,280	$ 91,820	$ 459,100
	Totals:		**$ 12,458,406**	**$ 3,416,601**	**$ 54,522,681**

Table 18
Transit Projects for 2003

Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Installment Payment COPS	5307	$ 1,200,000	$ 300,000	$ 1,500,000
Vans	Lift equipped Vans	5307	$ 400,000	$ 100,000	$ 500,000
Capital Purchase	Supervisory Vehicles	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	Transit Enhancements	5307	$ 150,000	$ 37,500	$ 187,500
Capital Purchase	Hardware/Software	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	AVL System Integrator	5307	$ 560,000	$ 140,000	$ 700,000
Facility Improvement	Environmental compliance	5307	$ 200,000	$ 50,000	$ 250,000
Facility Improvement	Transit Facilites Improvement	5307	$ 50,000	$ 12,500	$ 62,500
Maintenance Items	Small Tools and Equipment	5307	$ 100,000	$ 25,000	$ 125,000
Maintenance Items	Preventive Maintenance 7/03 - 6/05	5307	$ 1,000,000	$ 250,000	$ 1,250,000
Service Improvement	Intermodal Terminal Lease	5307	$ 45,000	$ 11,250	$ 56,250
Service Improvement	ADA Assistance 7/03-6/05	5307	$ 600,000	$ 150,000	$ 750,000
Planning	Planning	5307	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	E&H Special Transit Services				$ 4,685,450
Operating Assistance	Fixed Route Service				$ 24,282,224
Capital Purchase	16 Passenger Minibus	5311	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	Rural Transit E&H	5311			$ 127,000
Vans	Lift Equipped Vans	5310	$ 200,000	$ 50,000	$ 250,000
Mini-buses	Lift Equipped minibuses	5310		$ 300,000	$ 300,000
Operating Assistance	Welfare to Work Program		$ 500,000		$ 400,000
	Totals:		**$ 5,685,000**	**$ 1,596,250**	**$ 36,275,924**

Table 19
Transit Projects for 2004

Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Buses	5307	$ 1,920,000	$ 480,000	$ 2,400,000
Vans	Lift equipped Vans	5307	$ 400,000	$ 100,000	$ 500,000
Capital Purchase	Supervisory Vehicles	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	Transit Enhancements	5307	$ 150,000	$ 37,500	$ 187,500
Capital Purchase	Hardware/Software	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	AVL System Integrator	5307	$ 500,000		$ 500,000
Facility Improvement	Environmental compliance	5307	$ 200,000	$ 50,000	$ 250,000
Facility Improvement	Transit Facilites Improvement	5307	$ 50,000	$ 12,500	$ 62,500
Maintenance Items	Small Tools and Equipment	5307	$ 100,000	$ 25,000	$ 125,000
Maintenance Items	Preventive Maintenance 7/04 - 6/06	5307	$ 600,000	$ 250,000	$ 1,250,000
Service Improvement	Intermodal Terminal Lease	5307	$ 36,000	$ 11,250	$ 56,250
Service Improvement	ADA Assistance 7/04-6/06	5307	$ 300,000	$ 150,000	$ 750,000
Planning	Planning	5307	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	E&H Special Transit Services				$ 4,685,450
Operating Assistance	Fixed Route Service				$ 24,282,224
Capital Purchase	16 Passenger Minibus	5311	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	Rural Transit E&H	5311			$ 127,000
Vans	Lift Equipped Vans	5310	$ 200,000	$ 50,000	$ 250,000
Mini-buses	Lift Equipped minibuses	5310		$ 300,000	$ 300,000
Operating Assistance	Welfare to Work Program		$ 500,000		$ 500,000
	Totals:		**$ 5,636,000**	**$ 1,636,250**	**$ 37,075,924**

Table 20
Transit Projects for 2005

Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Vehicles	5307	$ 1,200,000	$ 300,000	$ 1,500,000
Vans	Lift equipped Vans	5307	$ 400,000	$ 100,000	$ 500,000
Capital Purchase	Supervisory Vehicles	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	Transit Enhancements	5307	$ 150,000	$ 37,500	$ 187,500
Capital Purchase	Hardware/Software	5307	$ 100,000	$ 25,000	$ 125,000
Facility Improvement	Transit Facilites Improvement	5307	$ 50,000	$ 12,500	$ 62,500
Maintenance Items	Small Tools and Equipment	5307	$ 100,000	$ 25,000	$ 125,000
Maintenance Items	Preventive Maintenance 7/05 - 6/07	5307	$ 1,000,000	$ 250,000	$ 1,250,000
Service Improvement	Intermodal Terminal Lease	5307	$ 36,000	$ 9,000	$ 45,000
Service Improvement	ADA Assistance 7/05-6/07	5307	$ 600,000	$ 150,000	$ 750,000
Planning	Planning	5307	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	E&H Special Transit Services				$ 4,685,450
Operating Assistance	Fixed Route Service				$ 24,282,224
Capital Purchase	16 Passenger Minibus	5311	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	Rural Transit E&H	5311			$ 127,000
Vans	Lift Equipped Vans	5310	$ 200,000	$ 50,000	$ 250,000
Mini-buses	Lift Equipped minibuses	5310		$ 300,000	$ 300,000
Operating Assistance	Welfare to Work Program		$ 500,000		$ 500,000
	Totals:		**$ 4,916,000**	**$ 1,404,000**	**$ 35,414,674**

Table 21
Transit Projects for 2006

Project	Description	Funding	Federal Cost	State Cost	Total
Rolling Stock	Replacement Transit Vehicles	5307	$ 1,200,000	$ 300,000	$ 1,500,000
Vans	Lift equipped Vans	5307	$ 400,000	$ 100,000	$ 500,000
Capital Purchase	Supervisory Vehicles	5307	$ 100,000	$ 25,000	$ 125,000
Capital Purchase	Transit Enhancements	5307	$ 50,000	$ 37,500	$ 187,500
Capital Purchase	Hardware/Software	5307	$ 100,000	$ 25,000	$ 125,000
Facility Improvement	Transit Facilites Improvement	5307	$ 100,000	$ 25,000	$ 125,000
Maintenance Items	Small Tools and Equipment	5307	$ 100,000	$ 25,000	$ 125,000
Maintenance Items	Preventive Maintenance 7/06 - 6/08	5307	$ 1,000,000	$ 250,000	$ 1,250,000
Service Improvement	Intermodal Terminal Lease	5307	$ 45,000	$ 11,250	$ 56,250
Service Improvement	ADA Assistance 7/06-6/08	5307	$ 600,000	$ 150,000	$ 750,000
Planning	Planning	5307	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	E&H Special Transit Services				$ 4,685,450
Operating Assistance	Fixed Route Service				$ 24,282,224
Capital Purchase	16 Passenger Minibus	5311	$ 240,000	$ 60,000	$ 300,000
Operating Assistance	Rural Transit E&H	5311			$ 127,000
Vans	Lift Equipped Vans	5310	$ 200,000	$ 50,000	$ 250,000
Mini-buses	Lift Equipped minibuses	5310		$ 300,000	$ 300,000
	Totals:		**$ 4,475,000**	**$ 350,000**	**$ 34,988,424**

STATEWIDE FEDERAL AID PROJECT LISTING

The EOTC provided each planning agency a listing of statewide items anticipated for FFYs 2002 to 2007. These items are to be funded separately from the regional TIP program. Table 16 shows the TIP targets by program year as provided by EOTC.

Table 22

FFY 2001-2006 STATEWIDE ITEMS

FFY 2002		TOTAL COST	FED. FUNDS
Statewide Bridge Inspection and Rating (On System)	BRR-ON	$ 3,500,000	$ 2,800,000
Statewide Bridge Inspection and Rating (Off System)	BRR- OFF	$ 1,500,000	$ 1,200,000
Statewide National Recreational Trails	NRT	$ 875,000	$ 700,000
Statewide Transportation Demand Management	CMQ	$ 2,500,000	$ 2,000,000
Statewide Transportation Enhancement Program	STP-ENH	$ 1,000,000	$ 800,000
Statewide Railroad Grade Crossing Improvements	STP SAFE	$ 100,000	$ 80,000
Statewide Design and Right of Way	STP	$ 1,250,000	$ 1,000,000
Statewide Interstate Maintenance Program	IM	$ 38,000,000	$ 34,200,000
	TOTALS	$ 48,725,000	$ 42,780,000
FFY2003			
Statewide Infrastructure Improvements	STP SAFETY	$ 1,050,000	$ 840,000
Statewide Bridge Inspection and Rating (On System)	BRR -ON	$ 3,500,000	$ 2,800,000
Statewide Bridge Inspection and Rating (Off System)	BRR-OFF	$ 1,500,000	$ 1,200,000
Statewide Bridge Decks, Bridge Painting, and Bridge Dams	BR -ON	$ 1,000,000	$ 800,000
Statewide Transportation Demand Management	CMQ	$ 1,875,000	$ 1,500,000
Statewide Transportation Enhancement Program	STP-ENH	$ 1,875,000	$ 1,500,000
Statewide Railroad Grade Crossing Improvements	STP-SAFE	$ 500,000	$ 400,000
Statewide Design and Right of Way	STP	$ 4,500,000	$ 3,600,000
Statewide Interstate Maintenance Program	IM	$ 33,300,000	$ 29,970,000
	TOTALS	$ 49,100,000	$ 42,610,000
FFY2004			
Statewide Infrastructure Improvements	STP SAFETY	$ 2,750,000	$ 2,200,000
Statewide Bridge Decks, Bridge Painting and Bridge Dams	BR (ON)	$ 2,500,000	$ 2,000,000
Statewide Transportation Demand Management	CMQ	$ 1,800,000	$ 1,440,000
Statewide Transportation Enhancement Program	STP-ENH	$ 1,875,000	$ 1,500,000
Statewide Railroad Grade Crossing Improvements	STP-SAFE	$ 800,000	$ 640,000
Statewide Design and Right of Way	STP	$ 4,500,000	$ 3,600,000
Statewide Interstate Maintenance Program	IM	$ 33,300,000	$ 29,970,000
	TOTALS	$ 47,525,000	$ 41,350,000
FFY2005			
Statewide Bridge Inspection and Rating (On System)	BRR-ON	$ 3,500,000	$ 2,800,000
Statewide Bridge Inspection and Rating (Off System)	BRR-OFF	$ 1,500,000	$ 1,200,000
Statewide Infrastructure Improvements	STP SAFETY	$ 1,050,000	$ 840,000
Statewide Bridge Decks, Bridge Painting and Bridge Dams	BR (ON)	$ 1,000,000	$ 800,000
Statewide Transporation Demand Management	CMQ	$ 500,000	$ 400,000
Statewide Transportation Enhancement Program	STP-ENH	$ 1,875,000	$ 1,500,000
Statewide Railroad Grade Crossing Improvements	STP-SAFE	$ 500,000	$ 400,000
Statewide Design and Right of Way	STP	$ 4,500,000	$ 3,600,000
Statewide Interstate Maintenance Program	IM	$ 33,300,000	$ 29,970,000
	TOTALS	$ 47,725,000	$ 41,510,000

FFY2006				
Statewide Infrastructure Improvements	STP SAFETY	$	2,750,000	$ 2,200,000
Statewide Bridge Decks, Bridge Painting and Bridge Dams	BR (ON)	$	2,500,000	$ 2,000,000
Statewide Transportation Demand Management	CMQ	$	1,800,000	$ 1,440,000
Statewide Transportation Enhancemenmt Program	STP-ENH	$	1,875,000	$ 1,500,000
Statewide Railroad Grade Crossing Improvements	STP-SAFE	$	800,000	$ 640,000
Statewide Design and Right of Way	STP	$	4,500,000	$ 3,600,000
Statewide Interstate Maintenance Program	IM	$	33,300,000	$ 29,970,000
	TOTALS	$	47,525,000	$ 41,350,000
FFY2007				
Statewide Infrastructure Improvements	STP SAFETY	$	2,750,000	$ 2,200,000
Statewide Bridge Decks, Bridge Painting and Bridge Dams	BR (ON)	$	2,500,000	$ 2,000,000
Statewide Transportation Demand Management	CMQ	$	1,800,000	$ 1,440,000
Statewide Transportation Enhancemenmt Program	STP-ENH	$	1,875,000	$ 1,500,000
Statewide Railroad Grade Crossing Improvements	STP-SAFE	$	800,000	$ 640,000
Statewide Design and Right of Way	STP	$	4,500,000	$ 3,600,000
Statewide Interstate Maintenance Program	IM	$	33,300,000	$ 29,970,000
	TOTALS	$	47,525,000	$ 41,350,000

PROJECT IMPLEMENTATION

The TIP is also used as a management tool for monitoring the progress and implementation of the RTP and previous TIP's. The status of FFY 2000-2001 TIP projects are identified in the following table.

Table 23

Original Letting Date	Date Awarded	Community	SID	Project Description
8/1/00	8/1/00	Agawam	600587	BR# A-05-017
7/31/01		Agawam-Springfield	602834	South End Bridge
7/18/00	8/18/00	Amherst	602828	Construction: Near Snell St. & University Dr.
2/2/99	2/2/99	Belchertown	602075	Improvement: Intersection
8/29/00	8/29/00	Brimfield	600733	Replace: BR# B-24-009 over Foskett Mill and road work
3/13/01	3/13/01	Chicopee	601179	Reconstruct 116 (Chicopee St.)
3/13/01	3/20/01	E. Longmeadow	601602	Replace: Dry bridge over RR
6/26/01	6/26/01	Easthampton	078405	Replace BR# E-05-004 over the Manhan River
1/9/01	2/13/01	Easthampton	602108	Reconstruction: intersection & signalize
6/27/00	8/29/00	Easthamton	602903	clear and grub 1100'
1/12/99	7/27/99	Granville	601285	BR# G-10-016 over Dickenson Brook
4/24/01	4/24/01	Hadley	600754	Replace BR# H-01-002 over Mill River
7/2/01	7/21/01	Hadley	601173	Amherst TL to E. Hadley Rd.
10/31/00	11/7/00	Hadley-Northampton	124911	Rehabilitate: BR# H-01-012 over Conn. River
1/23/01		Longmeadow	600994	Replace: BR# L-14-002 over Rte. I-91
8/8/00	9/8/00	Monson	030512	Rehabilitate: BR# M-27-012 over Conrail
8/29/00	9/6/00	Monson	601171	Reconstruction: Rte. 32 to Margaret St.
8/22/00	8/22/00	Monson	601728	Rehabilitate: Moulton Hill Rd. to Wales TL
3/20/01	6/5/01	Northampton	119005	Reconstruction: Rte. 66
8/14/01		Northampton	119006	Reconstruction: Rte. 66, second part
10/19/98	5/22/01	Northampton	601200	Replace BR# N-19-068 over Mill River
9/12/00	10/3/00	Northampton	602058	Replace: BR# N-19-033 & approaches
3/23/99	3/23/99	Palmer	602535	Temp. shoring of BR#P-01-024B
3/6/01	3/13/01	Southwick	603236	Foster Rd./North Longyard Rd.
11/30/99	3/7/00	Springfield	601296	Construction: S.End Br. to Plainfield St.
9/12/00	10/17/00	Springfield	601403	Signal Upgrades
8/1/00	8/22/00	Springfield	601493	Replace: BR# S-24-068 over I-291
4/10/01	4/10/01	Springfield	601874	Resurface: Boston Rd. to Cooley St.
7/24/01		Wilbraham	601170	Reconstruction/Realign: Faculty St. int.
4/18/01	5/15/01	Wilbraham	601329	Improvement: Boston & Stony Hill Rd. int.
2/27/01	2/27/01	Williamsburg	601086	Replace: BR W-36-015 over Mill River
6/26/01	6/26/01	Williamsburg	602096	Resurface: To Goshen TL

CONFORMITY DETERMINATION

In accordance with Section 176 (c)(4) of the Clean Air Act as amended in 1990, the Pioneer Valley MPO has completed its review and hereby certifies that the FFY 2002-2007 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 issued on November 23, 1993 and 310 CMR 60.03, issued on December 30, 1994.

The CAAA defines conformity to a SIP to mean conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the NAAQS and achieving expeditious attainment of the standards. The Pioneer Valley MPO has certified that all activities outlined in the 1997 Regional Transportation Plan:

- Will not cause or contribute to any new violation of any standard in any area.
- Will not increase the frequency or severity of any existing violation of any standard in any area.
- Will not delay the timely attainment of any standard of any required interim emission reductions or other milestone in any area.

The analysis that was performed on the Pioneer Valley RTP includes all regionally significant transportation projects proposed to be completed within the timeframe of the RTP. All regionally significant projects included in the 2002-2007 TIP have been included in the analysis of the Pioneer Valley RTP; therefore, the TIP has been developed from the currently conforming RTP. The projects in the TIP are of the same design and concept that were analyzed in the RTP. Therefore, no new analysis was required for the TIP. All regionally significant RTP projects for 2000 through 2002 are programmed in the TIP (in other words, non-exempt RTP projects in the 2000 action scenario must be included in the TIP). Because projects in the TIP come from the conforming RTP, the same air quality analysis utilized for the RTP can be used for the TIP.

In addition, conformity to the SIP requires the RTP to be "financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources (while the existing transportation system is being adequately operated and maintained)". The overall RTP is financially constrained to the annual federal apportionment and projections of state resources reasonably expected to be available during the appropriate time frame.

Included in this chapter are the tables taken from the conforming Addendum to the 1997 Regional Transportation Plan for the Pioneer Valley Region. Table 24 shows the non-exempt projects of the FFY 2002-2007 TIP. Table 1, in Appendix E shows the Volatile Organic Compound and Nitrogen Oxide emissions calculated for the Western Massachusetts Ozone Nonattainment Area. As shown in this table, the Pioneer Valley MPO in combination with the other MPOs/RPAs in the Western Nonattainment Area conforms to the requirements set forth in the Massachusetts SIP. Emissions calculated for the Springfield Carbon Monoxide Nonattainment Area are also included. Therefore,

this TIP, in combination with the TIPs from the other MPOs in the Western Massachusetts Nonattainment Area, is found to be in compliance.

Table 18

FFY 2002-2007 Non-Exempt Projects

Municipality	Project Description
Westfield	Westfield Intermodal Center
Hadley/Northampton	Calvin Coolidge Bridge
PVTA	Union Station
Westfield	Great River Bridge
Springfield	Parker St. including bridge-replace BR#S-24-20
Hadley	Rte 9-Russell St, widen to 4 lanes(West St. to Coolidge Bridge
Northampton	Damon Rd reconstruction:Rte 9 to King St.(rte 5)
Agawam	Route 57-Construction: rte 187 to Southwick
Ludlow/Spfld	Rte 21: Reconstruction-BR#L-16-008 over Chicopee River

Timely Implementation of Transportation Control Measures

Transportation Control Measures (TCMs) have been required in SIP revisions submitted to EPA in 1979, 1982, and those submitted as mitigation for the construction of the Central Artery project in the Boston Metropolitan Area. Those TCMs included in the 1979 and 1982 submission for implementation in the Pioneer Valley Region have all been accomplished through construction or through implementation of ongoing programs. These projects have all been included in past Pioneer Valley MPO RTPs and TIPs.

APPENDICES

APPENDIX A:
EOTC Targets Letter

April 5, 2001

RECEIVED

Timothy Brennan, Executive Director
Pioneer Valley Planning Commission
26 Central Street
West Springfield, MA 01089

Dear Mr. Brennan:

As a follow up to our meeting with MARPA on March 28, 2001, I am providing the following information for the development of the Federal Fiscal Year 2002-2007 Transportation Improvement Program.

- Federal funding targets for FFY 2002 through FFY 2007 (Attachment A)
- Non-federal aid statewide funding guidance for FFY 2002
- Partial list of structurally deficient bridges for FFY 2002 (Attachment B)
- Standard TIP format (Attachment C)
- List of structurally deficient bridges for FFY 2001 (Attachment D)

The federal funding targets for regional programming are based upon an anticipated federal authorization of $518,917,000 and Revenue Aligned Budget Authority (RABA) funding in the amount of $40,000,000. These funding targets have been adjusted for the statewide share of 29% in FFY 2002 and a 50% share in the remaining years. Additionally, as there remains a need to program and obligate CMAQ funds in FFY 2002, each region has been provided with both a CMAQ funding target and non specified federal funding target. There can be some flexibility with the CMAQ target by trading with another region that has CMAQ needs greater than their CMAQ target. However, any trading of CMAQ funds will need to be based on discussions and an agreement among MPO members.

Non-federal aid funding for FFY 2002 is based on $50,000,000 available statewide. These funds should be apportioned among the regions as determined by MARPA and should be used for funding non-federal aid regional priorities. For planning purposes in developing this TIP for future years, we anticipate that total funding available to the region (federal and non-federal aid combined) will continue at the current level, excluding bridges. The bridge program will continue in current form based on statewide needs.

Also enclosed is a list of structurally deficient bridges in your region that are expected to be advertised in the first quarter of FFY 2002 (Attachment B). This list will be augmented during the year as other bridges are determined to be ready for advertisement. MassHighway Planning and District staff will contact you to discuss bridge priorities in the region. However, as was discussed at the MARPA meeting, the bridge program will be strictly focused on reducing the number of structurally deficient bridges across the state. Additional bridge needs in your region can be addressed within the regional federal aid target or the non-federal aid regional priorities.

Finally, I have enclosed the standard TIP format that we initiated last year (Attachment C). This format allows for a list of federally funded projects (Figure 1) and three listings of NFA projects in addition to the bridge program. The first (Figure 2) is the NFA Regional Priorities List; the second (Figure 3) is an NFA list of Other Regional Priorities for which no funding sources have been identified; and the third (Figure 4) is a listing of Other Projects Within the Region. In the near future, I will be providing guidance and clarification of Federal Transit Administration requirements for transit programming.

With regard to the current TIP (FFY2001-2006), I am enclosing a list of bridge projects that are expected to be advertised this fiscal year (Attachment D). This list supplants the bridge listing previously provided and identified in your TIP for FFY 2001. This list reflects structurally deficient bridges that have moved forward in design during the past several months. As stated at the March 28, 2001 MARPA meeting, MassHighway is placing a higher priority on these projects than other non-structurally deficient bridge needs.

MassHighway looks forward to working with you and other MPO members in developing a balanced road and bridge program in your region and across the state. If you have any questions, please call me at (617) 973-7858.

Sincerely,

Luisa Paiewonsky
Director
Bureau of Transportation
Planning and Development

Enclosures

cc: Kevin J. Sullivan, Secretary
Matthew J. Amorello, Commissioner
John Cogliano, Deputy Commissioner
Thomas F. Broderick, P.E., Chief Engineer
Astrid Glynn, Deputy Secretary, EOTC
Kenneth Miller, P.E., Deputy Director
David M. Luce, Manager, MPO Activities
Stanley Gee, FHWA Division Administrator
Richard Doyle, FTA Regional Administrator
District Highway Directors
Edward Silva, FHWA

APPENDIX B:
Air Quality Conformity Status

Air Quality Conformity Documentation

Pioneer Valley Metropolitan Planning Organization

FY 2002-2007 Transportation Improvement Program

Background

The Commonwealth of Massachusetts is classified as serious nonattainment for ozone, and is divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area includes Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprise the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard by 1999 and beyond. The City of Springfield must also maintain reduced emission levels of carbon monoxide.

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Transportation Plans and Transportation Improvement Programs (TIPs). In 2000, all the regions conducted air quality analyses in their 2000 Regional Transportation Plans (RTPs), the purposes of which were to evaluate their RTP's air quality impacts on the State Implementation Plan (SIP). Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs.

On January 12, 2001, the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA Region 1) and the Massachusetts Department Of Environmental Protection (DEP) – determined that the 13 Massachusetts RTPs for 2000 were in conformity with the Massachusetts State Implementation Plan.

Accordingly, the Executive Office of Transportation and Construction found the emission levels from the 2000 Regional Transportation Plan updates to be in conformance with the SIP. Each MPO has certified that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

Key elements of this 2002 – 2007 TIP related to air quality conformity are as follows:

- This TIP is financially constrained, and all projects in the TIP come from the conforming 2000 Regional Transportation Plan (RTP).
- All regionally significant projects included in the TIP were previously included in the air quality analysis completed for the conforming RTP. These projects are of the same design and concept as presented in the RTP.
- Because projects in the TIP come from the conforming RTP, *and* all regionally significant RTP projects for 2002 through 2007 (both Federal and Non-Federal Aid) are programmed in the TIP, the same air quality analysis used for the RTP can be used for the TIP.
- Therefore, this TIP, in combination with the TIPs from the other MPOs in the nonattainment area, demonstrates air quality conformity.

Table 1
FFY 2002 – 2007 Non-Exempt Projects

Municipality	Project Description
Westfield	Westfield Intermodal Center
Hadley/Northampton	Calvin Coolidge Bridge
PVTA	Union Station
Westfield	Great River Bridge
Springfield	Parker Street including bridge – replace BR#S-24-20
Hadley	Route 9 – Russell Street, widen to 4 lanes
Northampton	Damon Road reconstruction: Route 9 to King Street
Agawam	Route 57 – Construction: Route 187 to Southwick
Ludlow/Springfield	Route 21: Reconstruction- BR#L-16-008 over Chicopee River

Timely Implementation of Transportation Control Measures

Transportation control measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979, and 1982. Those TCMs included in the 1979 and 1982 submission for implementation in the Pioneer Valley Region have all been accomplished through construction or through implementation of ongoing programs. All of these projects have been included in past Pioneer Valley MPO RTPs and TIPs.

DEP submitted to EPA their strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NOx toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999 and beyond. Within that strategy, there are no specific TCM projects. They do call for traffic flow improvements to reduce

congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- Enhanced Inspection and Maintenance Program
- California Low Emission Vehicle Program
- Reformulated Gasoline for On and Off-Road Vehicles
- Stage II Vapor Recovery at Gasoline Refueling Stations
- Tier I Federal Vehicle Standards

Air Quality Conformity Analysis

On October 1, 1998, DEP submitted to EPA a technical correction to the Massachusetts SIP for Ozone, which included a 2003 mobile source emission budget. This budget was found adequate for conformity purposes by EPA on February 19, 1999, and was used in the conformity determination that was approved on January 12, 2001.

The conformity test is to show consistency with the emissions budgets set forth in the SIP. Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the 2000 RTP. The emissions from the following MPOs have been combined to show conformity with the SIP for the Western Massachusetts Nonattainment Area:

- Berkshire Region MPO
- Franklin Regional Council of Governments*
- Pioneer Valley MPO

* This region does not contain any urbanized areas, but is considered to be an MPO for planning purposes.

On behalf of the Executive Office of Transportation and Construction, MassHighway compiled the emissions for VOC and NOx from all MPOs. The VOC mobile source emission budget for 2003 for the Western Massachusetts Nonattainment Area has been set at 23.770 tons per summer day and the 2003 mobile source budget for NOx is 49.110 tons per summer day. As shown in Tables 1 and 2, the results of the air quality analysis demonstrate that the VOC and NOx emissions from all Action scenarios are less than the VOC and NOx emissions budgets for the Western Massachusetts Nonattainment Area. In addition, Table 3 shows the CO emissions for the City of Springfield are less than base year 1990 emissions for all analysis years.

TABLE 1

VOC Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area

(all emissions in tons per summer day)

Year	Pioneer Valley Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
1997	26.4664	40.760	n/a	n/a
2003	14.9113	22.930	23.770	-0.840
2010	12.2527	19.118	23.770	-4.652
2020	13.6252	20.882	23.770	-2.888
2025	13.7745	21.055	23.770	-2.715

TABLE 2

NOx Emissions Estimates for the Western Massachusetts Ozone Nonattainment Area
(all emissions in tons per summer day)

Year	Pioneer Valley Action Emissions	Western MA Action Emissions	Budget	Difference (Action – Budget)
1997	44.4415	70.172	n/a	n/a
2003	29.6548	48.105	49.110	-1.005
2010	25.9482	43.223	49.110	-5.887
2020	28.9596	47.666	49.110	-1.444
2025	28.6691	47.954	49.110	-1.156

TABLE 3

CO Emissions Estimates for the Springfield CO Nonattainment Area

(all emissions in tons per winter day)

Year	Action Emissions	1990 Base	Difference (Action – Base)
1997	50.069	91.84	-41.771
2003	29.562	91.84	-62.278
2010	26.291	91.84	-65.549
2020	25.902	91.84	-65.938
2025	26.687	91.84	-65.153

In summary, this TIP is derived from a conforming regional transportation plan, and the conformity determination has been prepared in accordance with EPA's final conformity regulations. The Pioneer Valley MPO has found the emission levels from this FY 2002-2007 TIP – in combination with the emission levels from the other MPOs in its nonattainment area – demonstrate conformity with the SIP. Therefore, the implementation of the FY 2002-2007 TIP is consistent with the air quality goals in the Massachusetts SIP.

APPENDIX C: High Priority Projects

Calvin Coolidge Bridge, Northampton/Hadley

Note: All numbers are Total Cost(not federal aid)

FILE NO	CONTRACT	FUNDING CATEGORY	FY00	FY01	FY02	FY03	FY04	FY 05	TOTAL
									$ 1.150
124912	CONTRACT I : High Priority (Advertised 11/6/99		$ 1.150						$ 1.500
	CONTRACT II : Congestion Mitigation/Air Quality		$ 1.500						
	CONTRACT III : High Priority (Advanced Construct)			$ 6.400	$ 2.226	$ 2.226			$ 10.853
	CONTRACT III: STP			$ 2.200		$ 1.500	$ 6.000	$ 8.000	$ 16.861
	Contract III Subtotals:			$ 8.600	$ 2.226	$ 3.726	$ 6.000	$ 8.000	$ 17.700
	Fiscal Year Federal Aid Totals:		$ 1.150	$ 8.600	$ 2.226	$ 3.726	$ 6.000	$ 8.000	$ 32.703
		NON-FEDERAL AID (TO BE CONVERTED TO FA)		$ 28.550					$ 28.553

Springfield, Rte I-91 Ramp Reversal

File 602965	DESCRIPTION	FY00	FY01	FY02	FY03	FY04	TOTAL
	Springfield-Rte I-91 Ramp Reversal(Statewide CMAQ and IM Funds		$ 10.00	$ 2.00	$ 3.00		$15.00
	FISCAL YEAR FEDERAL AID TOTALS		$ 10.00	$ 2.00	$ 3.00	$ 0.0	$15.00
	NON-FEDERAL AID (TO BE CONVERTED TO FA)		$ 15.00				

Pleasant Street, Holyoke

FUNDING CATEGORY	FY00	FY01	FY02	FY03	TOTAL
HIGH PRIORITY (ADVANCED CONSTRUCT)			$ 1,130,753	$ 160,000	$ 1,290,753
NON-FEDERAL AID (TO BE CONVERTED TO FA)			$ 1,290,753		$ 1,290,753
FISCAL YEAR FEDERAL AID TOTALS			$ 1,130,753	$ 160,000	$ 1,290,753

Great River Bridge, Westfield

FUNDING CATEGORY	FY00	FY01	FY02	FY03	TOTAL
HIGH PRIORITY (ADVANCED CONSTRUCT)			$ 1,568,126	$ 356,250	$ 1,924,376
NON-FEDERAL AID (TO BE CONVERTED TO FA)			$ 1,924,376		$ 1,924,376
FISCAL YEAR FEDERAL AID TOTALS			$ 1,568,126	$ 356,250	$ 1,924,376

APPENDIX D: TRANSIT FUNDING

PIONEER VALLEY TRANSIT AUTHORITY
Attachment A
Federal Fiscal Year 02

FTA FUNDING PROGRAM	Regional Authorization FFY 2002	Regional TIP FFY 2002	Balance FFY 2002
Section 5307 Capital		$ 6,006,250	$ (6,006,250)
Section 5307 Operating			
Section 5307 Transit Enhancements		$ 187,500	$ (187,500)
Subtotal		$ 6,193,750	$ (6,193,750)
Section 5307 Carryover		$ -	$ -
Section 5307 Transit Enhancements Carryover		$ -	$ -
Subtotal		$ -	$ -
Section 5307 Totals		$ 6,193,750	$ (6,193,750)
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus		$ 8,995,157	$ (8,995,157)
Section 5309 Bus Carryover			
Section 5309 New Start			
Section 5309 New Start Carryover			
Section 5309 Totals		$ 8,995,157	$ (8,995,157)
Section 5307 Capital Elderly and Disabled		$ 550,000	$ (550,000)
Section 5311 Capital and Operating Non-Urb Area		$ 477,000	$ (477,000)
Section 3037 Job Access Grants	$ 500,000	$ 500,000	$ -
Other Section Totals	$ 500,000.00	$ 1,527,000	$ (1,027,000)
FTA Totals	$ 500,000	$ 16,715,907	$ (16,215,907)
Other Transit Funding			
CMAQ/TDM FHWA to HTA		$ 459,100.00	$ (459,100.00)
HP (Union Station)		$ 9,680,000	$ (9,680,000)
CMAQ FHWA to FTA		$ 200,000.00	$ (200,000.00)
STP FHWA to FTA		$ -	$ -

PIONEER VALLEY TRANSIT AUTHORITY
Attachment A
Federal Fiscal Year 03

FTA FUNDING PROGRAM	Regional Authorization FFY 2003	Regional TIP FFY 2003	Balance FFY 2003
Section 5307 Capital		$ 5,118,750	$ (5,118,750)
Section 5307 Operating		$ 750,000	$ (750,000)
Section 5307 Transit Enhancements		$ 62,500	$ (62,500)
Subtotal		$ 5,931,250	$ (5,931,250)
Section 5307 Carryover		$ -	$ -
Section 5307 Transit Enhancements Carryover		$ -	$ -
Subtotal		$ -	$ -
Section 5307 Totals		$ 5,931,250	$ (5,931,250)
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus			
Section 5309 Bus Carryover			
Section 5309 New Start			
Section 5309 New Start Carryover			
Section 5309 Totals		$ -	$ -
Section 5307 Capital Elderly and Disabled		$ 550,000	$ (550,000)
Section 5311 Capital and Operating Non-Urb Area		$ 427,000	$ (427,000)
Section 3037 Job Access Grants	$ 300,000	$ 300,000	$ -
Other Section Totals	$ 300,000.00	$ 1,277,000	$ (977,000)
FTA Totals	$ 300,000	$ 7,208,250	$ (6,908,250)
Other Transit Funding			
CMAQ FHWA to FTA			
STP FHWA to FTA			

PIONEER VALLEY TRANSIT AUTHORITY
Attachment A
Federal Fiscal Year 04

FTA FUNDING PROGRAM	Regional Authorization FFY 2004	Regional TIP FFY 2004	Balance FFY 2004
Section 5307 Capital		$ 5,818,750	$ (5,818,750)
Section 5307 Operating		$ 750,000	$ (750,000)
Section 5307 Transit Enhancements		$ 62,500	$ (62,500)
Subtotal		$ 6,631,250	$ (6,631,250)
Section 5307 Carryover		$ -	$ -
Section 5307 Transit Enhancements Carryover		$ -	$ -
Subtotal		$ -	$ -
Section 5307 Totals		$ 6,631,250	$ (6,631,250)
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus			
Section 5309 Bus Carryover			
Section 5309 New Start			
Section 5309 New Start Carryover			
Section 5309 Totals		$ -	$ -
Section 5307 Capital Elderly and Disabled		$ 550,000	$ (550,000)
Section 5311 Capital and Operating Non-Urb Area		$ 427,000	$ (427,000)
Section 3037 Job Access Grants	$ 500,000	$ 500,000	$ -
Other Section Totals	$ 500,000.00	$ 1,477,000	$ (977,000)
FTA Totals	$ 500,000	$ 8,108,250	$ (7,608,250)
Other Transit Funding			
CMAQ FHWA to FTA			
STP FHWA to FTA			

PIONEER VALLEY TRANSIT AUTHORITY
Attachment A
Federal Fiscal Year 05

FTA FUNDING PROGRAM	Regional Authorization FFY 2005	Regional TIP FFY 2005	Balance FFY 2005
Section 5307 Capital		$ 4,157,500	$ (4,157,500)
Section 5307 Operating		$ 750,000	$ (750,000)
Section 5307 Transit Enhancements		$ 62,500	$ (62,500)
Subtotal		$ 4,970,000	$ (4,970,000)
Section 5307 Carryover		$ -	$ -
Section 5307 Transit Enhancements Carryover		$ -	$ -
Subtotal		$ -	$ -
Section 5307 Totals		$ 4,970,000	$ (4,970,000)
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus			
Section 5309 Bus Carryover			
Section 5309 New Start			
Section 5309 New Start Carryover			
Section 5309 Totals		$ -	$ -
Section 5307 Capital Elderly and Disabled		$ 550,000	$ (550,000)
Section 5311 Capital and Operating Non-Urb Area		$ 427,000	$ (427,000)
Section 3037 Job Access Grants	$ 500,000	$ 500,000	$ -
Other Section Totals	$ 500,000.00	$ 1,477,000	$ (977,000)
FTA Totals	$ 500,000	$ 6,447,000	$ (5,947,000)
Other Transit Funding			
CMAQ FHWA to FTA			
STP FHWA to FTA			

PIONEER VALLEY TRANSIT AUTHORITY
Attachment A
Federal Fiscal Year 06

FTA FUNDING PROGRAM	Regional Authorization FFY 2006	Regional TIP FFY 2006	Balance FFY 2006
Section 5307 Capital		$ 4,168,750	$ (4,168,750)
Section 5307 Operating		$ 750,000	$ (750,000)
Section 5307 Transit Enhancements		$ 125,000	$ (125,000)
Subtotal		$ 5,043,750	$ (5,043,750)
Section 5307 Carryover		$ -	$ -
Section 5307 Transit Enhancements Carryover		$ -	$ -
Subtotal		$ -	$ -
Section 5307 Totals		$ 5,043,750	$ (5,043,750)
Section 5309 Fixed Guideway Capital	N/A	N/A	N/A
Section 5309 Fixed Guideway Carryover	N/A	N/A	N/A
Section 5309 Bus			
Section 5309 Bus Carryover			
Section 5309 New Start			
Section 5309 New Start Carryover			
Section 5309 Totals		$ -	$ -
Section 5307 Capital Elderly and Disabled		$ 550,000	$ (550,000)
Section 5311 Capital and Operating Non-Urb Area		$ 427,000	$ (427,000)
Section 3037 Job Access Grants		$ -	$ -
Other Section Totals	$ -	$ 977,000	$ (977,000)
FTA Totals	$ -	$ 6,020,750	$ (6,020,750)
Other Transit Funding			
CMAQ FHWA to FTA			
STP FHWA to FTA			

PIONEER VALLEY TRANSIT AUHTORITY
Attachment B
Federal Fiscal Year 2001

STATUS OF TRANSIT PROJECTS

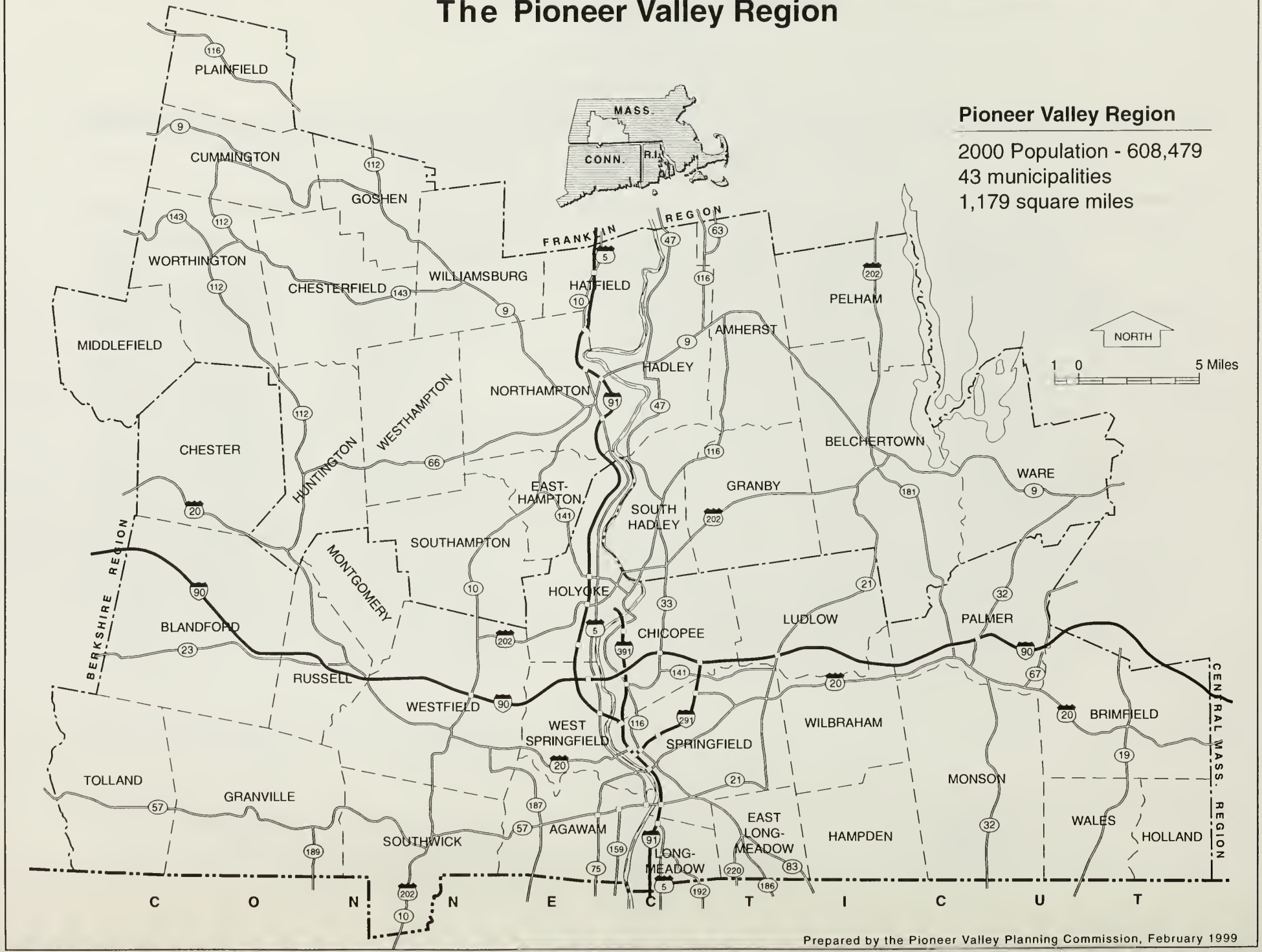
Federal Funds

RTA	SECTION	DESCRIPTION	FEDERAL FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	3037	Welfare to Work Program	$500,000	Closed	MA-37-X008	Operating Assistance Job Access
PVTA	5307 capital	Supervisory Vehicles	$100,000	Approved	MA-90-X352	Supervisory Vehicles
PVTA	5307 capital	Vans	$400,000	Approved	MA-90-X352	Lift Equiped Vans
PVTA	5307 capital	Maintenance Items	$592,000	Approved	MA-90-X352	Small Tools & Equipment
PVTA	5307 capital	Maintenance Items	$520,000	Approved	MA-90-X352	Preventative Maintenance 7/99-6/01
PVTA	5307 capital	Service Improvements	$45,000	Approved	MA-90-X352	Intermodal Terminal Lease
PVTA	5307 capital	Planning	$240,000	Approved	MA-90-X352	Planning
PVTA	5307 capital	Rolling Stock	$1,200,000	Approved	MA-90-X352	Installment Payment COPS
PVTA	5307capital	Rolling Stock	$672,000	Approved	MA-90-X352	Trolley Buses
PVTA	5307 capital	Capital Purchase	$194,267	Approved	MA-90-X352	Hardware/Software
PVTA	5307 capital	Capital Purchase	$500,000	Approved	MA-90-X352	AVL System Integrator
PVTA	5307 capital	Capital Purchase	$100,000	Approved	MA-90-X352	Radio Equipment
PVTA	5307 capital	Facility Improvement	$108,000	Approved	MA-90-X352	Environmental Compliance
PVTA	5307 capital	Capital Purchase	$50,000	Approved	MA-90-X352	Furniture and Equipment
PVTA	5307 capital	Service Improvement	$520,000	Approved	MA-90-X352	ADA Assistance 7/99-6/01
PVTA	5307 transit enh.	Transit Enhancements	$350,000	Approved	MA-90-X352	Transit Enhancements
PVTA	5309 bus	Intermodal Center	$495,157	Pending	MA-03-0239-01	A&E Services-Union Station
PVTA	5309 bus	Capital Purchase	$990,315	TIP Revision	MA-03-0248-00	PV Paratransit Equipment
PVTA	5307 flex funds	Operating Assistance	$160,000	Approved	MA-90-X361	Service Extension in Transit District
PVTA	5307 flex funds	Operating Assistance	$89,932	Approved	MA-90-X352	Easthampton Flex Van Service
PVTA	5307 flex funds	Operating Assistance	$264,800	Approved	MA-90-X352	Minuteman via Sunderland
PVTA	HP	Intermodal Center	$5,800,000	Pending	MA-90-X343-01	Building Stabilization - Union Station

State Funds

RTA	SECTION	DESCRIPTION	STATE FUNDS	APPROVAL STATUS	GRANT #	COMMENTS
PVTA	5310 - MAP	Vans	$398,200	Approved		Lift Equipped Vans
PVTA	5311- State Rural	Operating Assistance	$176,000	Approved		Rural Transit E & H
PVTA	AtJ	Access to Jobs	$500,000	Approved		Extended service and pass program

The Pioneer Valley Region



Prepared by the Pioneer Valley Planning Commission, February 1999